



CITY COUNCIL

AGENDA REQUEST

AGENDA OF:	06/05/07	AGENDA REQUEST NO:	VII A
INITIATED BY:	SABINE SOMERS-KUENZEL, AICP	RESPONSIBLE DEPARTMENT:	PLANNING
PRESENTED BY:	SABINE SOMERS-KUENZEL, AICP; JAMES CALLAWAY; MATT YOUNG AND KYNDEL BENNET, CHEROKEE INVESTMENT PARTNERS	DEPARTMENT HEAD:	SABINE SOMERS-KUENZEL, AICP <i>AK</i>
		ADDITIONAL DEPARTMENT HEAD (S):	N/A
SUBJECT / PROCEEDING:	REVIEW OF AND DISCUSSION ON IMPERIAL SUGAR/TRACT 3 GENERAL PLAN AND DEVELOPMENT AGREEMENT WORKSHOP		
EXHIBITS:	DRAFT GENERAL PLAN; DRAFT OPEN SPACE AND ENVIRONMENTAL FEATURES PLAN; DEVELOPMENT CODE (GENERAL PLAN SECTION); LAND USE PLAN MAP AND CHAPTER TEXT (TRACT 3 SECTIONS); UNIVERSITY BLVD. N. FEASIBILITY STUDY EXCERPT;		
CLEARANCES		APPROVAL	
LEGAL:	NA	EXECUTIVE DIRECTOR:	JIM CALLAWAY <i>Jim Callaway</i> COMMUNITY DEVELOPMENT
PURCHASING:	NA	ASST. CITY MANAGER:	NA
BUDGET:	NA	CITY MANAGER:	ALLEN BOGARD <i>Kg</i> /FOR AB
BUDGET			
EXPENDITURE REQUIRED: \$		NA	
AMOUNT BUDGETED/REALLOCATION: \$		NA	
ADDITIONAL APPROPRIATION: \$		NA	
RECOMMENDED ACTION			
Receive presentation, review and discuss			

EXECUTIVE SUMMARY

As City Council is aware, Staff has been working on this project with Cherokee Development for some time. Over the past few months, Cherokee has submitted a General Plan for processing which will follow with a more detailed PD submittal in the near future. This is the process that was followed in the Lake Pointe development, where the developer first received approval of the concepts shown on his General Plan, and then worked with the neighboring homeowners during the residential rezonings that followed.

As with all General Plans, the Planning and Zoning Commission makes a recommendation to City Council. We began that process with a P&Z workshop in April. On April 26, the Commission held a public hearing to gather input. There is no requirement for either the Commission or Council to hold public hearings on General Plans; however, it was our approach to involve the public formally due to the public interest regarding this property. The Commission took action on May 24, 2007, and recommended approval with conditions.

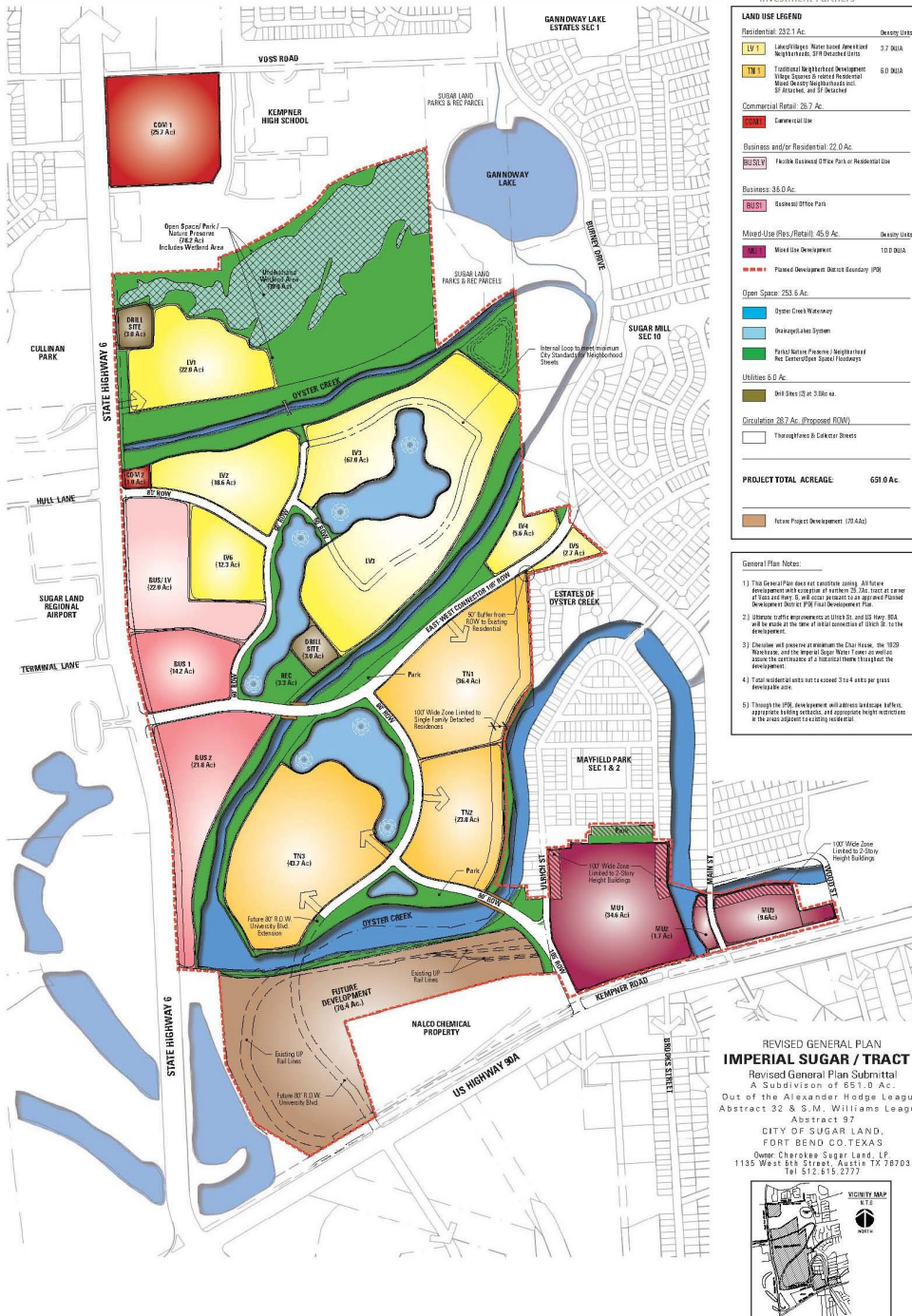
We have also been coordinating a Development Agreement between City Departments, City Management, Cherokee, and the Imperial Redevelopment Task Force during the past weeks. The Task Force consists of Councilmembers Jones, Parmer, and Schiff.

This June 5 meeting is a workshop to give Cherokee an opportunity to introduce their concepts to the City Council, and for Staff to overview the Development Agreement Terms.

EXHIBITS

Draft General Plan

CHEROKEE
Investment Partners



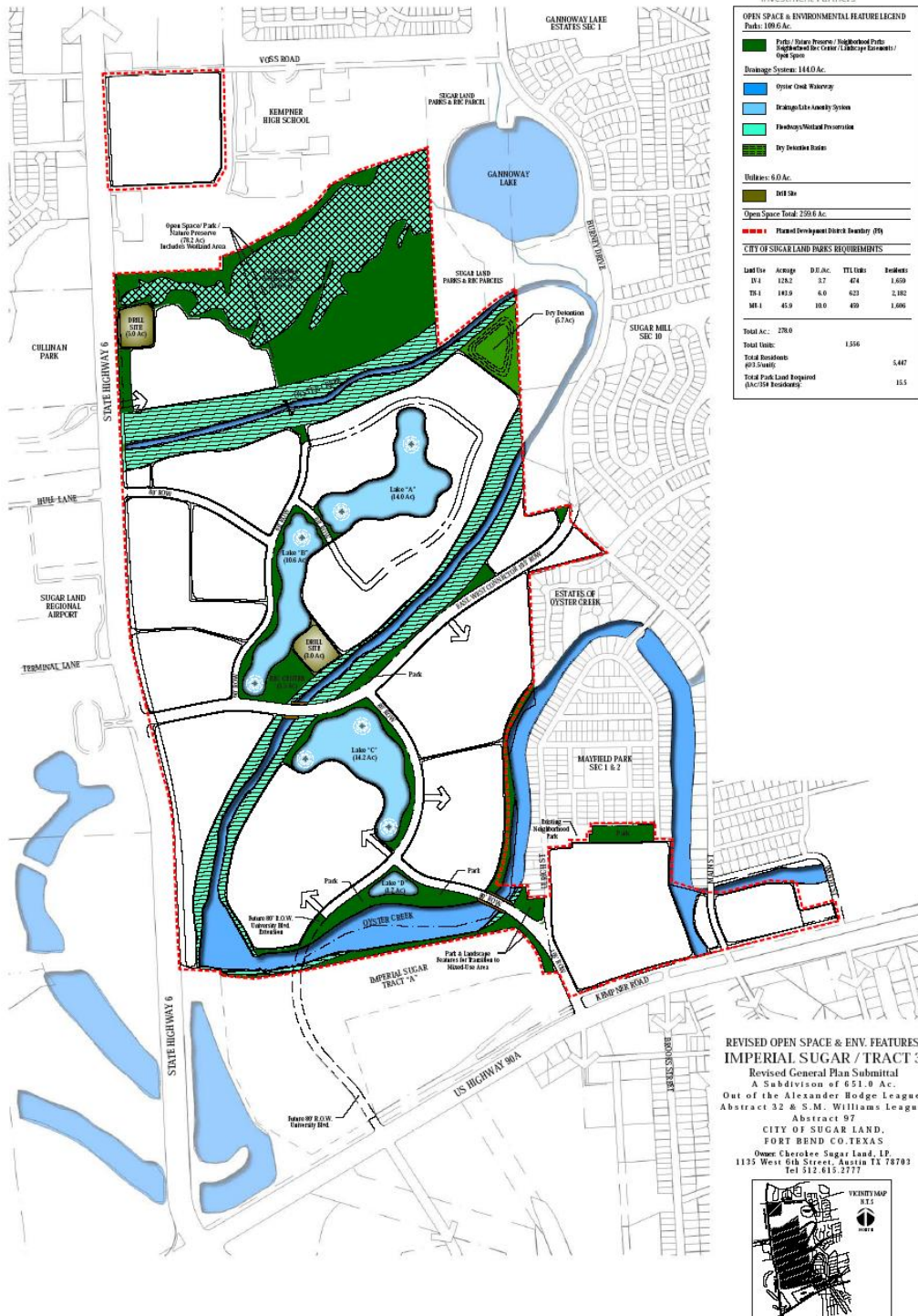
MAY 1, 2007

The information shown is based on the best information available and has not been given final approval from city or county authorities. This information is subject to change without notice.



Draft Open Space and Environmental Features Plan

CHEROKEE
Investment Partners



APRIL 16, 2007

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TBG
PARTNERS

Development Code General Plan Section

Sec. 5-9. Land plan approval.

A. A land plan (general plan, master plan, concept plan) shall be submitted to the administrative officer for review by the commission and the city council, for approval of the concept, prior to or in conjunction with the submittal of any preliminary or final plat, except as noted below, for any tract of land over fifty (50) acres in size proposed for residential use or any parcel proposed for nonresidential use over thirty (30) acres. If the administrative officer determines that an area less than fifty (50) acres contains unique features or is surrounded by existing or proposed subdivisions with potential limited access, a land plan may be required to be reviewed prior to the preliminary or final plat submittal.

The purpose of the land plan is to allow the commission and city council to review the proposed major thoroughfare and collector street patterns, land use, environmental issues, conformance to the comprehensive plan, and the property's relationship to adjoining subdivisions or properties.

Where a phased or partial development is proposed, the land plan area shall include the entire property from which the phase is being subdivided. Where the applicant can demonstrate that natural or man-made features, such as thoroughfares and creeks, make unnecessary the inclusion of the entire property in the land plan to adequately review the items listed in the preceding paragraph, the subdivider may request approval from the administrative officer for a submittal of smaller land plan area. Boundaries such as thoroughfares (existing or proposed), creeks, political subdivisions, or other such natural or man-made features may be used to delineate the smaller plan area. A land plan shall not be required if the preliminary plat(s) contains sufficient information to provide for the proper coordination of development.

B. The land plan shall be submitted for review and recommendation to the parks and recreation director for conformance with park land dedication requirements prior to the recommendation of the land plan by the commission. Substantial changes to the land plan which may affect the park dedication requirements and park location shall be resubmitted to the parks and recreation director.

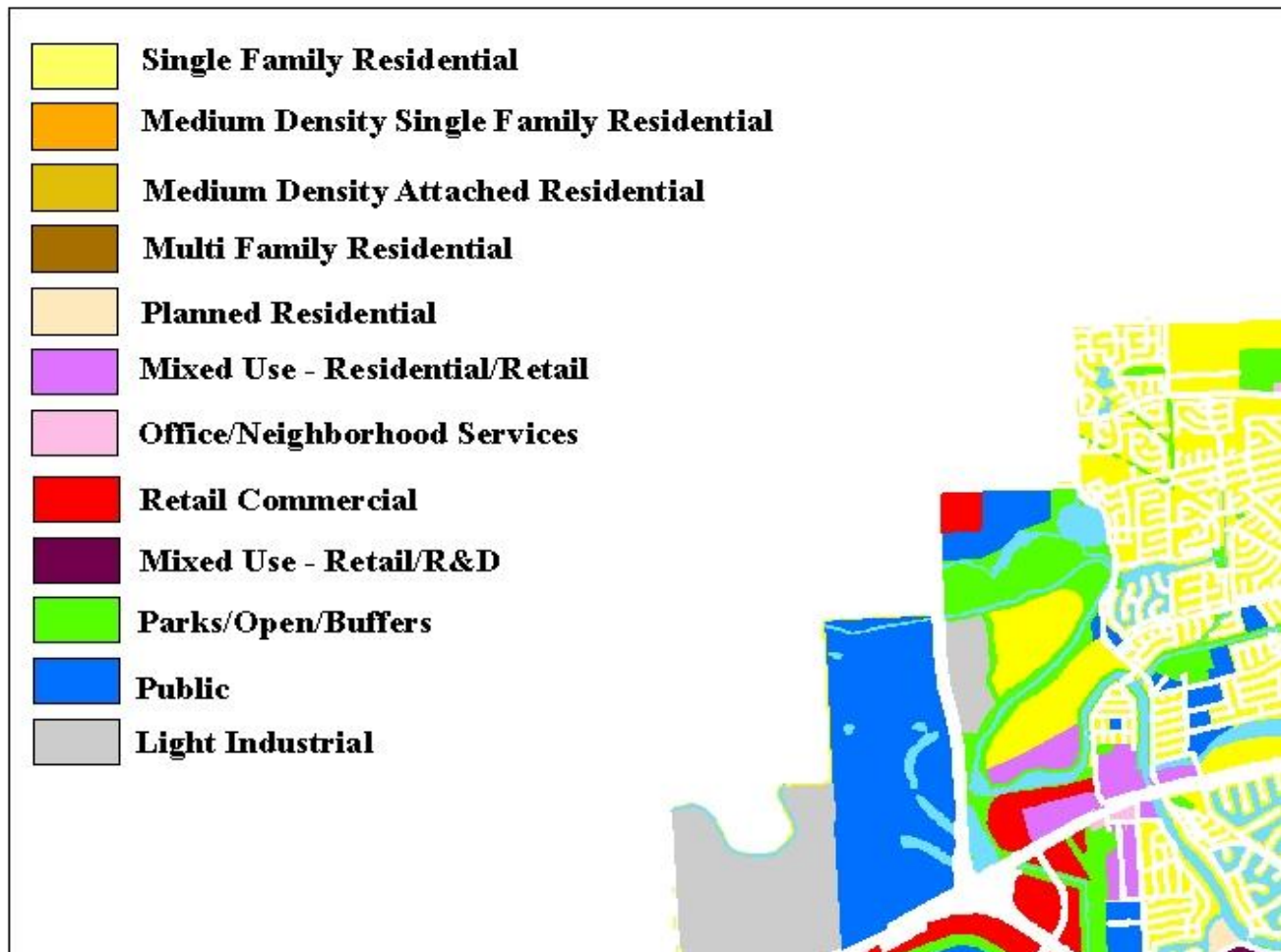
C. The submittal of the land plan shall be accompanied by the completed application as specified by the city. The submittal fees established are set by separate ordinance and must accompany the application.

D. Any land plan or plat subdivision involving a change to a proposed corridor in the City of Sugar Land Thoroughfare Plan must be preceded by submission and approval of a traffic impact analysis if required by the administrative officer. Failure to provide for such approval prior to submission of a land study or plan may be grounds for denial.

E. The approval in concept of the land plan by the city council does not constitute approval of the subsequent plats within the plan boundaries.

F. The graphic requirements for the land plan are contained in this chapter in section 5-17.
(Ord. No. 1224, § 2, 1-25-00; Ord. No. 1294, § 1, 6-5-01)

Land Use Plan Map and Chapter Text (Tract 3 sections)



Recommendation

The Planning and Zoning Commission's Scenario involves a mix of future residential retail use on the Imperial site, Nalco site (for future redevelopment should the use be abandoned), and the creek frontage north of Oyster Creek to allow for a transition into the single family residential uses to the north and to allow creative redevelopment of the Imperial site and vicinity. The single family residential would continue north of the Burney Road Bypass and Oyster Creek, with light industrial uses along the Highway 6 frontage. There is an opportunity to create a new zoning district that lists the City's target industries and incorporates buffering and design standards. This option should be studied and pursued prior to development of any commercial or economic development uses. Three tracts of retail commercial are shown on Highway 6 at the Voss, Burney Road Bypass, and Highway 90A intersections. More flexible residential uses would only be entertained in some areas if a proposed development is processed through the PD district and is beneficial to the community. The gross density for any residential area, inclusive of the buffers, should remain between 3 and 4 dwelling units per acre, which is the average gross density of the conventional suburban single family areas of the City. This scenario also shows a significant amount of green space over the areas that are likely to be wetlands, along Oyster Creek to allow for future trials, and in buffer areas to allow for transitions between land uses.

Other Recommendations Include:

- Continue to pursue options to retain the western half of Gannoway Lakes and explore options for surrounding areas through the Parks Master Plan update.
- As a part of the Parks Master Plan update, study the potential for implementing a trail system along Oyster Creek.
- Any public/private partnerships that will preserve the Imperial buildings and rehabilitate them through adaptive reuse will be supported.

Recommended Transportation Improvements

